

first gas company, (Carbondale,) was chartered in 1859. The first electric road was built in 1888. The first locomotive reached this city from Scranton in September 1870 and the first passenger train on July 4, 1871. The Jefferson branch of the Erie was completed that year, passenger business beginning May 15, 1871. The last spike was driven in the Ontario, Carbondale and Scranton railroad on June 21, 1890, and immediately thereafter the first train passed over. The first pavement was laid in 1890. We first had electric lights in 1887. The first circulating library (Young Men's Association) was chartered in 1875

MILITARY MENTION.

When the state required all its male citizens between the ages of 18 and 45 years to train three times a year Alfred Dart, Sr., who was a colonel in the militia, used to come from Dundaff to drill the raw material here. In 1845 we find the military spirit had been inculcated to the point at which a meeting was held at the Railway hotel to organize a volunteer company of infantry. The object was stated by D. N. Lathrop and G. H. Wentz, Alexander Ruthven, Robert Love, and John B. Smith were appointed to report a plan of organization. Little is known of the outcome of this movement but many yet residing here recall the Jackson Guards, which later, under the command of Col. Dennis Graham, became a noted factor in the city's life.

Col. Dart, who had previously lived here, moved back from Dundaff in 1846 and died August 13, 1883, aged 73 years. He was captain of the Carbondale City Guards, the first company to leave the city on the call for volunteers to suppress secession. The men enlisted for three months, and the company on reaching the front were attached to Colonel Cake's 1st Penn'a regiment. When they reached home again a considerable delegation of citizens with a band of music hurried to the depot to welcome them. Dinner was served

at the Harrison House, and congratulatory speeches were indulged in. Captain Dart, later, went out with Company K, 4th Penn'a cavalry. He wrote from Washington, under date of June 8, 1861; "The regiment to which we are attached was the first that

entered Washington. That was the identical night set by the secessionists to attack the city. There were only five companies just before we were attached to the command, and not over five hundred men in all, but it was heralded on large bill boards to be five thousand men. This caused them to postpone a day or two, and then came on a Massachusetts regiment and some others, who had to fight their way through Baltimore." Colonel Dart was succeeded in the command of his first company by his son Alfred Dart Jr., who was his First Lieutenant.

A squad of sixteen young men from this city joined Schooley's Battery of Pittston. Quite a number enlisted in Company K, 52nd Penn'a Volunteers, and Carbondalians were

to be found in a score of regiments from other sections and states. It has been estimated that 1,200 men from this city responded to their country's call, although many were not in actual service. The names of Colonel Monies and Captain Flynn are identified with these stirring times, having organized companies and seen much hardship. J. H. Brennan, T. R. Lathrop and P. C. Gritman took companies of emergency men to Harrisburg at the time of the invasion of the state by the Confederates, but their services were not needed after the battle of Antietam. The silent roll on our soldier's memorial monument numbers 127, of

which fifty-nine died during the war. Eleven of these died in Andersonville prison.

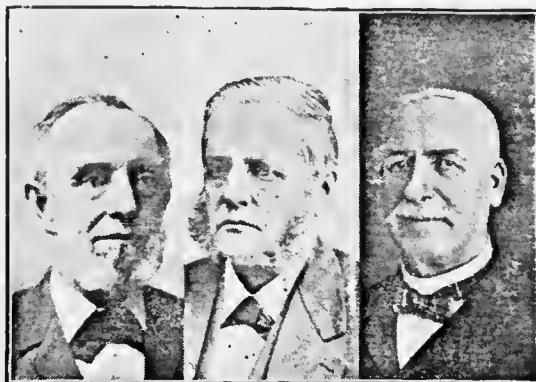
AN EXCITING

SUNDAY.

In September, 1862, occurred a very exciting Sabbath in Carbondale. It was just before the battle of Antietam. The Confederates under General Lee had invaded Maryland. A company called the "Wurts' Guards," under the



COL. ALFRED DART.



THREE PROMINENT EX-MAYORS.

J. B. Van Bergen.

J. M. Poore.

John Kelly.